

Transmittal Date: September 30, 2005

TO:

Caltrans, Division of Programming
Office of Federal Transportation
Management Program

Attn: Mr. Abhijit Badge

FROM:

Sookyung Kim
SANDAG
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MPO Name: San Diego Association of Governments (SANDAG)

Amendment Number: 11 to the 2004 RTIP

Amendment Type: Formal

Number of Projects in this Amendment: There is one project in this amendment.

Brief Description of the Amendment:

See attached report which includes the project and resolution. The SANDAG Transportation Committee approved this amendment on September 2, 2005 but we are submitting the amendment today after waiting for the 30-day public notice to end. We received no public comment regarding this project. Also included are the related meeting minutes.

Board Resolution: See signed resolution

Conformity Determination: See resolution attesting to conformity.

Financial Constraint: 2004 RTIP including Amendment No. 11 is fiscally constrained.

MPO's CTIPS Approval Date: Transportation Committee approval September 2, 2005.

TRANSPORTATION COMMITTEE

September 2, 2005

AGENDA ITEM NO.: **5****Action Requested: APPROVE**

A FEASIBILITY STUDY FOR A DEDICATED INTERMODAL
RIGHT OF WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL
REGIONAL AIRPORT IN IMPERIAL VALLEY

File Number 7000900

Introduction

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study the feasibility of High Speed Magnetic Levitation (MAGLEV) in the Interstates 5, 8, and 15 interregional corridors. The recently approved federal multi-year transportation bill included \$800,000, sponsored by Congressman Bob Filner, intended to be used to study a viable link between the San Diego region and a potential regional airport in Imperial Valley. The Transportation Committee is asked to authorize staff to process all administrative actions required to utilize the federal funding, to take steps to identify matching funds for the \$800,000 allocation, to add the project to the Overall Work Program and Program Budget when matching funds are identified, and to award a future contract to conduct the study.

Recommendation

The Transportation Committee is asked to authorize staff to:

1. Process all administrative actions required to utilize the \$800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the 2004 RTIP as authorized in Resolution 2005-xx, pending close of public comment period;
2. Take steps to identify \$200,000 in total matching funds to the federal funding, with an immediate need for \$80,000 in matching funds during FY 2006;
3. Add a project for up to \$400,000 to the Overall Work Program and Program Budget when matching funds are identified; and
4. Award a future contract to conduct a feasibility study for a dedicated intermodal right of link between the San Diego region and a potential regional airport in Imperial Valley.

Discussion

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study the feasibility of MAGLEV in the Interstates 5, 8, and 15 interregional corridors. The July Transportation Committee report indicated the anticipation of an earmark in the then pending federal transportation reauthorization. The multi-year transportation bill, Safe, Accountable, Flexible, and Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) signed by President Bush on August 10, 2005, included a funding earmark in the amount of \$800,000 for the purpose of studying a viable link between the San Diego region and a potential regional airport in Imperial Valley. The high priority project earmark, sponsored by Congressman Filner, is identified as follows:

No. 3537 – Conduct preliminary engineering and design analysis for a dedicated Intermodal right of way link between San Diego and the proposed Regional International Airport in Imperial Valley including a feasibility study and cost benefit analysis evaluating the comparative options of dedicated highway of highway lanes, Maglev conventional high speed rail or any combination thereof.

Congressman Filner has indicated his desire for SANDAG to conduct the study and to initiate the study as expeditiously as possible. The San Diego County Regional Airport Authority is tasked with recommending airport sites and its staff has indicated that a final analysis would be presented no later than April 2006. Since the results of this study could have an impact on the Authority's recommendation, it is critical to conclude the feasibility study by February 2006. There are a variety of steps needed prior to contract award that are described in further detail below.

Obtaining receipt of the full \$800,000 earmark will require certain administrative actions.

- Obtaining Federal Contract Authority -- Contract authority for high priority project funding, including this project, is split equally over a five-year period beginning in the 2005 federal fiscal year. The 2006 federal fiscal year begins on October 1, 2005, and therefore contract authority for a total of \$320,000 (FY 2005 and FY 2006 apportionments) would be available at that time. However, the balance of \$480,000 would require "advance construction" authorization.

In addition, SAFETEA-LU includes language that allows states to borrow funding from formula funds to be used on high priority projects with the stipulation that the funds are paid back when made available. The Federal Highway Administration, as well as the California Department of Transportation, will be interpreting the new transportation bill over the next few months. Staff will continue to investigate all avenues to obtain full receipt of the federal funding as early as possible.

- Identifying Matching Funds and Approving an RTIP Amendment – Identifying sources of non-federal matching funds is needed in order to proceed with a contract award. A minimum 20 percent match, or \$200,000, is needed in order to utilize the full \$800,000 federal earmark. Contract work for initial studies is estimated to be approximately \$400,000, which would require an immediate local match of \$80,000. Approval of an amendment to the Regional Transportation Improvement Program (RTIP) also is needed to gain access to the federal funds. The required 30-day public notice was distributed on August 30, 2005. If there are no public comments by September 30, 2005, staff will process the RTIP amendment. If there are significant public comments, then this item will be brought back at the October 7, 2005 Transportation Committee meeting.
- Amending the FY 2006 OWP and Program Budget – The project was not included in SANDAG's FY 2006 Overall Work Program or Program Budget; therefore an amendment to add this project needs to occur prior to award of a contract.
- Defining the Scope of Work and Awarding a Contract -- In order to proceed with this study expeditiously, staff is investigating a variety of options including utilizing existing federally procured on-call SANDAG contracts or exercising options with federally procured contracts of sister agencies. In addition, the scope of work would need to be further defined.

With approval of the recommended actions by the Transportation Committee, staff will proceed to ensure that a feasibility study is conducted in both a timely and cost-effective manner. Staff will provide the Transportation Committee with updates as more information is known.

ELLEN ROUNDTREE
Director of Government Relations

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org

Attachments: [1. Table 1](#)
[2. Resolution 2005-xx](#)

2004 Regional Transportation Improvement Program

Amendment No. 11

San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN49 Capacity Status: NCI RTIP #: 04-11										
TITLE: Feasibility Study - MAGLEV to New Regional Airport Exempt Category: Other - Engineering studies.										
DESCRIPTION: New Project - conduct preliminary engineering and design analysis for a dedicated intermodal right-of-way link between San Diego and proposed Regional Airport in Imperial Valley.										
CHANGE REASON: NEW PROJECT										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
DEMO-LU	\$800			\$320	\$160	\$160	\$160	\$800		
Local Funds	\$200			\$80	\$40	\$40	\$40	\$200		
TOTAL	\$1,000			\$400	\$200	\$200	\$200	\$1,000		

RTIP Fund Types

APCD	=	Air Pollution Control District
BIA	=	Bureau of Indian Affairs
BTA	=	Bicycle Transportation Account (State)
CMAQ	=	Congestion Mitigation and Air Quality (Federal)
CBI	=	Corridors and Borders Infrastructure Program (Federal)
DEMO-TEA 21	=	High Priority Demonstration Program under TEA-21 (Federal)
DEMO-LU	=	High Priority Demonstration Program under SAFETEA-LU (Federal)
HBRR	=	Highway Bridge Repair & Replacement (Federal)
HUD	=	Housing and Urban Development (Federal)
IBRC	=	Innovative Bridge Research & Construction (Federal)
IMD	=	Interstate Maintenance Discretionary (Federal)
JARC	=	Jobs Access Reverse Commute (Federal)
NCPD	=	National Corridor Planning & Development (Federal - part of CBI)
PLH	=	Public Lands Highway (Federal)
RSTP	=	Regional Surface Transportation Program (Federal)
RTP	=	Recreational Trails Program (Federal)
SHOPP	=	State Highway Operation & Protection Program (for Caltrans use only)
STIP-IIP	=	State Transportation Improvement Program - Interregional Program (State)
STIP-RIP	=	State Transportation Improvement Program - Regional Improvement Program (State)
STP	=	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
TCI	=	Transit Capital Improvement Program (State, no longer exists)
TCRP	=	Traffic Congestion Relief Program (State)
TCSP	=	Transportation & Community & System Preservation (Federal)
TSM	=	Transportation Systems Management (State)
TDA	=	Transportation Development Act (State)
TDA-B	=	Transportation Development Act-Bicycle & Pedestrian Facilities (State)
TEA	=	Transportation Enhancement Activities Program (Federal)
<i>TransNet</i> -H	=	Prop. A Local Transportation Sales Tax - Highway (Local)
<i>TransNet</i> -78	=	Prop. A Local Transportation Sales Tax - SR 78 (Local)
<i>TransNet</i> -L	=	Prop. A Local Transportation Sales Tax - Local Streets & Roads (Local)
<i>TransNet</i> -T	=	Prop. A Local Transportation Sales Tax - Transit (Local)
<i>TransNet</i> -MC	=	Prop. A Extension Local Transportation Sales Tax - Major Corridors (Local)
<i>TransNet</i> -TSI	=	Prop. A Extension Local Transportation Sales Tax - Transit System Improvements (Local)
<i>TransNet</i> -LSI	=	Prop. A Extension Local Transportation Sales Tax -Local System Improvements (Local)

RTIP
Fund Types

Section 5307	=	Federal Transit Administration Urbanized Area Formula Program
Section 5309	=	Federal Transit Administration Discretionary Program
Section 5309 NS	=	Federal Transit Administration Discretionary - New Starts Program
Section 5309 FG	=	Federal Transit Administration Fixed Guideway Modernization (Rail Mod)
Section 5311	=	Federal Transit Administration Rural Program
Section 5310	=	Federal Transit Administration Elderly & Disabled Program



RESOLUTION

No. 2006-03

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San Diego, CA 92101
Phone (619) 699-1900 • Fax (619) 699-1905
www.sandag.org

APPROVING AMENDMENT NO.11 TO THE 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on July 23, 2004, SANDAG adopted the 2004 Regional Transportation Improvement Program (RTIP) and found the 2004 RTIP in conformance with the 1998 Regional Air Quality Strategy (RAQS) and the 2002 Ozone Maintenance Plan; and

WHEREAS, on March 28, 2003, SANDAG made a finding of conformity of the 2030 Regional Transportation Plan (RTP) with the State Implementation Plan (SIP) and the 1998 RAQS; and

WHEREAS, the US Department of Transportation issued its conformity finding to the 2030 RTP on April 9, 2003; and

WHEREAS, on April 22, 2005, SANDAG made a finding of conformity of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, on May 20, 2005, the U.S. Department of Transportation issued its conformity finding of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, SANDAG has received federal earmark to conduct a feasibility study for an intermodal right-of-way link between San Diego and a potential regional airport in Imperial Valley as part of the new federal transportation bill (SAFETEA-LU) which requires the new project to be included in the 2004 RTIP, as shown in Table 1; and

WHEREAS, the proposed amendment is consistent with the 2030 RTP; and

WHEREAS, the project in Amendment No. 11 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the 2004 RTIP Amendment No. 11 relies on the previous regional emissions analysis; and


WHEREAS, the project in Amendment No. 11 is exempt from the requirements to determine conformity; and

WHEREAS, the SANDAG Board of Directors delegated the authority for RTIP amendments, including findings of air quality conformity, to the Transportation Committee; NOW THEREFORE

BE IT RESOLVED that the Transportation Committee does hereby approve the attached Table 1 as Amendment No. 11 to the 2004 Regional Transportation Improvement Program.

BE IT FURTHER RESOLVED that SANDAG finds the 2004 RTIP, including Amendment No. 11 in conformance with the SIP and RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 2nd day of September 2005.


CHAIRPERSON

ATTEST:


SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Baja California/Mexico.

TRANSPORTATION COMMITTEE

September 16, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

DRAFT TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF SEPTEMBER 2, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 10:34 a.m. See the attached attendance sheet for Transportation Committee member attendance. Chair Kellejian announced that it was Mary Sessom's birthday and everyone wished her a happy birthday.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Mickey Cafagna (North County Inland) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the August 19, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Councilmember Jack Dale (East County) announced that today he has a special opportunity to introduce a couple of friends of SANDAG. He introduced Nick Pattenson and Nick Arthur from Barratt American. They are developers of the Fanita Ranch project in Santee, and they put a lot of resources into the efforts to pass *TransNet* and for State Route (SR) 52.

Mr. Pattenson said that when they purchased Fanita Ranch they made a commitment to the citizens of Santee to alleviate traffic. He stated that they have shown their commitment by supporting *TransNet* and by promising to contribute \$1 million towards SR 52 improvements. He presented the first installment check in the amount of \$250,000.

Mr. Arthur added that it was a pleasure to say to the citizens of Santee that help is on the way. He said it is his understanding that Mr. Gallegos has found a way to accelerate the completion of the third lane of SR 52 from Santo Road to Interstate 15 (I-15) within the existing right-of-way, and we also may be able to get the third lane of SR 52 completed from I-15 to SR 125 within the existing right-of-way. That will help relieve the traffic congestion on SR 52. He thanked SANDAG for its assistance.

Mayor Art Madrid (East County) mentioned that Barratt American is building a fantastic condominium project in La Mesa. He commended Barratt American for its vision.

Chair Kellejian noted that we received a letter from Chuck Lungerhausen thanking those who donated money for the Multiple Sclerosis (MS) Walk. Mr. Lungerhausen's letter noted that he personally raised over \$4,000.

CONSENT ITEMS

3. 2006 STIP INTERREGIONAL RAIL FUNDING RECOMMENDATIONS (RECOMMEND)

A portion of the State Transportation Improvement Program (STIP) administered by the state is set aside for interregional rail projects. Caltrans Division of Rail has requested the region to recommend projects for funding in the 2006 cycle. This report describes the projects and discusses the amounts proposed for funding.

Action: Upon a motion by Mayor Cafagna and a second by Deputy Mayor Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee unanimously approved Consent Item 3.

CHAIR'S REPORT

4. MTS GREEN LINE OPERATIONS/RIDERSHIP UPDATE (INFORMATION)

Mr. Paul Jablonski, MTS Chief Executive Officer, reported that the Green Line has been open for less than two months. The 15-minute schedule that was put out this summer appears to be fitting demand. They have changed from two-car train consists to three-car train consists. The public acceptance of the new low-floor cars has been tremendous. Trolley stations along the Green Line have been modified for the new cars. The operation from Santee to Old Town causes a transfer at Old Town. Both the Blue and the Green Lines arrive at the Old Town Transit Center pretty much at the same time and five minutes later they depart. This transfer is happening with a high degree of coordination and is going well. MTS has accepted ten of the 11 new cars. Initially, MTS had some challenges with train reliability, but feel that those challenges have been resolved. MTS has received a positive response from customers and an especially positive response for the San Diego State University (SDSU) Station.

Mr. Jablonski stated that the trolley had record ridership numbers to Qualcomm Stadium for Street Scene. In July it had a record weekday ridership, a record Saturday ridership, and a record average daily ridership. On July 29, the trolley carried about 225,000 on the trolley alone, the third highest day ever. From the Green Line, there have been very positive initial results. The average daily ridership for the month of July was over 19,000. From last year to this year, the Blue Line is continuing to grow. As would be expected with the implementation of the Green Line, there has been a slight decline in Orange Line ridership. There has been a net increase of about 14,000 with the introduction of the Green Line. The original planning ridership estimates for the SDSU Station was 4,000 boardings. On the first day of classes at SDSU, there was a ridership of 6,100 ons and offs. We followed up that day with 6,540 boarding and alighting passengers at that station. The planning estimate of ridership in 2014 was 11,500 daily boardings at the new Mission Valley East stations. Initial estimates are about 8,000 just for those new stations. There have been 700-800 riders at the Grantville Station, over 400 riders from the 70th Station, and 300 riders from the Alvarado Hospital Station. On

Wednesday, at Aztec Center where they sell the semester pass, the line was around the building.

Chair Kellejian stated that if any Committee members have not been to these new stations, they are second to none, especially the SDSU station.

Deputy Mayor Emery relayed a positive recent experience he and his wife had on the Green Line. He echoed Chair Kellejian's words in encouraging Committee members to ride this line.

REPORTS

5. A FEASIBILITY STUDY FOR A DEDICATED INTERMODAL RIGHT-OF-WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL REGIONAL AIRPORT IN IMPERIAL VALLEY (APPROVE)

Ellen Roundtree, Director of Government Relations, reported that in July 2005 the Committee requested staff to search for funding for a maglev study. Congressman Bob Filner sponsored an \$800,000 earmark for this project in the new federal transportation bill, the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). Congressman Filner has expressed a desire for SANDAG to take the lead on this study. The San Diego County Regional Airport Authority (Authority) has identified several airport sites. Staff believes contract work for this initial study will be \$400,000. Ms. Roundtree reviewed four actions being requested of the Transportation Committee:

1. Process all administrative actions required to utilize the \$800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the 2004 Regional Transportation Improvement Program (RTIP) as authorized in a SANDAG Resolution, pending the close of the required 30-day public comment period;
2. Take steps to identify \$200,000 in total matching funds to the federal funding, with an immediate need for \$80,000 in matching funds during FY 2006;
3. Add a project for up to \$400,000 to the Overall Work Program (OWP) and Program Budget when matching funds are identified; and
4. Award a future contract to conduct a feasibility study for a dedicated intermodal right-of-way link between the San Diego region and a potential regional airport in Imperial Valley.

Congressman Filner thanked SANDAG and its Transportation Committee for being a trendsetter in planning for the county. He said that people look to SANDAG to make the important decisions about transportation. Very few agencies could move as quickly as it has on this item. If there is going to be a site for an airport that is over 100 miles away, there needs to be rapid transportation to get there. He didn't know if the Authority will recommend an airport in the Imperial Valley area, but hoped that that it will consider that site. There will be an advisory referendum vote on an airport site in Imperial County next

November. He noted that some Transportation Committee members have ridden on maglev trains. It is an incredible piece of technology. The federal government is interested in getting maglev projects up and running. This project is the perfect one to demonstrate the attributes of the maglev technology; it can achieve over 300 mph, and has no problem going over the mountains as it can handle 10 percent grades. The problem is the political will to use this technology. There is considerable money in the Airport Trust Fund and it has not been touched. We could get to Imperial County in 20 minutes on a maglev train. There could be security check-in at Lindbergh Field and then passengers could board a maglev train to an airport in Imperial County.

Congressman Filner said this advanced technology has greater ramifications. It serves a purpose for the airport, but what about a line along our border through the southern United States? A tri-county advisory committee has been formed to discuss this alignment. He noted that San Diego could serve as Yuma's port with a maglev system, and tourism could be heightened without the use of cars on the road. The San Diego Regional Chamber of Commerce is also interested in this technology as it relates to housing. The housing problems we face here can be resolved with a high-speed rail system connecting to housing in Imperial Valley.

Congressman Filner stated that maglev has a lot of advantages: environmental impacts would be minimal; since we could put this down the median of Interstate 8 (I-8), right-of-way issues can be solved; and there are no noise problems. The issues are all favorable with such a line. He thought there would be federal funding for a maglev airport project.

Congressman Filner clarified that this earmark is for an east-west maglev study within his district. He knows there is interest in trying to get a maglev study for other areas. He thinks this is possible for broader linkages. A major project like this will help both counties. He appreciated SANDAG's efforts for taking this up so quickly.

Gary Gallegos, SANDAG Executive Director, commented that in July 2005 the Transportation Committee authorized staff to apply for funding to study the feasibility of maglev along I-8 for the east-west corridor and along I-5 for the north-south connection.

Councilmember Madaffer thanked Congressman Filner for his funding assistance for this project. He agreed that looking at Imperial Valley makes a lot of sense. He asked the Congressman if the priority for this earmark is strictly for the I-8 corridor or will it allow us to continue with a maglev study for the I-5 corridor. Congressman Filner responded that according to the earmark language it is for the east-west corridor. In order for the Authority to have a fair evaluation of the Imperial Valley site we have to complete this study quickly. If the total earmark is not used for this study, it can be used for other corridors. However, we will need to add language in a cleanup bill to allow that to occur.

Councilmember Madaffer asked when we will have an idea about the cost of this study. Mr. Gallegos said that today's action would authorize staff to get all of these pieces together. The reason we can do this so quickly is that we have a series of "on call" contracts in place for our *TransNet* program. We would engage some of those on call services to assist with scoping out this study. We will partner with the Authority and Imperial County and bring back a

proposal that will highlight what can be done, how much it will cost, and how long it will take.

Councilmember Madaffer stated that he would appreciate anything Congressman Filner can do in the future to expand the earmark for a north-south corridor.

Mayor Cafagna stated that it appears the Shanghai maglev system was not sensitive to environmental issues. He asked the Congressman about that. Congressman Filner responded that an east-west maglev system would be on existing right-of-way so there should be only minimal environmental impacts. Because of the way the maglev would be built, there would be certain visual aesthetics affected, but 90 percent of the route is at grade. In terms of the kinds of pollutants we normally think about, there are very little. If we have to build the guideway higher, there may be visual impacts, but they will be in the mountains. These are the kinds of things the study will determine. If this project is impossible environmentally, it's not going to go anywhere. He has not had direct discussion with environmentalists.

Public Comments:

Rudy Maldonado, representing the Imperial Irrigation District, sent greetings from the Imperial Valley. He stated that he has been talking to his Imperial Irrigation Board members about maglev for about a year and a half, and there is an agenda item scheduled for their September 6, 2005, meeting to approve \$50,000 for this maglev study. He asked for SANDAG'S consideration on this agenda item. He said that the region is growing and we need to be thinking of the 21st Century.

Clive Richard, a member of the public, thought that it is important to conduct this feasibility study, especially when you have federal funding. He urged the Committee to support this action. He agreed that it would be good to have a study for the north-south corridor, but this study is being paid for now by the federal government.

Chair Kellejian commented that the idea behind this study is not to approve an airport site, but to conduct a study to determine feasibility. All of those pieces need to be in place for the citizens of San Diego County to approve an airport site.

Mayor Sessom (San Diego County Regional Airport Authority [Authority]) reported that the Authority has identified two distant sites, one at Campo and one in Imperial County. At some point in time the Airport Authority will be looking at how to get people out to these areas. The Authority has put this question on the agenda for its next meeting, which is scheduled for September 8, to give direction to its staff to work with SANDAG on this study. The study is critical to siting a new airport. San Diego citizens will want to know how they will get out to an airport located in these areas and how long it will take. The Authority will need to decide which site to put on the ballot in November 2006. She said that where to site an airport is critical for San Diego County.

Supervisor Pam Slater-Price (County of San Diego) thanked Congressman Filner for making this project a real possibility. She could not stress how important it is to study the north-south route on I-5. The state is moving ahead on planning high-speed rail corridors on I-15 and I-5 but is not considering the maglev technology. This could be a fatal flaw in going to the voters

and asking for a bond measure for this system. She thought voters would be excited about a maglev system statewide, but not about a diesel system. She said that there is no comparison between diesel and maglev when it comes to noise, environmental impacts, and visual quality.

Congressman Filner said that the maglev technology seems to be the safest form of transportation, it has the lowest cost per passenger, uses half the amount of energy, there are no emissions, little noise, and it can carry the equivalent of an eight-lane freeway.

Chair Kellejian asked about the possibility of funding for a parallel study for the north-south corridor. Mr. Gallegos replied that the language in this bill is focused on the east-west corridor; however, Congressman Filner suggested that cleanup legislation can be added to provide flexibility. We will work with the consultant to scope this out and also determine costs for a north-south link. SANDAG has established a reserve that could be used for this purpose. Staff will work with the consultant, the Authority, Imperial County, and the Southern California Association of Governments (SCAG), and report back.

Chair Kellejian noted that he had a meeting with Mayor Sessom on this matter and she has suggestions with regard to funding.

Mayor Madrid stated that all successful regions are those with a vision. Congressman Filner is suggesting something that is outside of the box. He congratulated Mr. Maldonado, and expressed a desire for other agencies and SANDAG critics to add to that contribution.

Mr. Gallegos said that one of our primary challenges is to get this study completed by February 2006 to be useful to the Authority. We will have to amend the RTIP to use the federal dollars.

Councilmember Madaffer stated that the actual amount of the federal earmark is \$800,000 but \$320,000 would require advance construction authorization. Mr. Gallegos said that the \$800,000 is spread out over a four-year period as that is the amount in the federal bill. However, the state has a program that allows the advance of those funds. We would work with Caltrans to use their advanced construction process to bring these funds forward. The Transportation Committee has the authority to approve up to \$400,000. As we update costs, we will go to the SANDAG Board for approval of the balance.

Congressman Filner said that in the clean-up bill there will be language to indicate that if projects are ready to go, the full amount of the money can be used.

Action: Upon a motion by Councilmember Jerome Stocks (North County Transit District [NCTD]) and a second by Supervisor Slater-Price, the Transportation Committee authorized staff to: process all administrative actions required to utilize the \$800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the RTIP as authorized by an accompanying resolution pending the close of a 30-day public comment period; take steps to identify \$200,000 in total matching funds, with an immediate need for \$80,000 in matching funds during FY 2006; add a project for up to \$400,000 to the Overall Work Program and Program Budget when matching funds are identified; award a future contract to conduct a feasibility study for a dedicated

intermodal right-of-way link between the San Diego region and a potential regional airport in the Imperial Valley, and directed staff to report back with information on a north-south connection as well.

Chair Kellejian called for a five-minute break at 11:30 a.m.

****11:39 A.M. – CONVENE JOINT MEETING WITH THE REGIONAL PLANNING COMMITTEE****

CONSENT ITEMS (A and B)

A. APPOINTMENT OF NEW MEMBERS TO THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP (SWG) (RECOMMEND)

Last November, the SANDAG Board approved the creation of the new Regional Planning Stakeholders Working Group (RPSWG). Two members of the RPSWG have recently resigned. Regional Planning Committee Chair Lori Holt Pfeiler and Transportation Committee Chair Joe Kellejian, in consultation with Jack Dale, Chair of the RPSWG, have reviewed potential replacement candidates from the original list of candidates. The Transportation and Regional Planning Committees are requested to forward the following recommendation to the SANDAG Board of Directors for approval: appoint Gary Nordstrom and Greg Alabado to fill current vacancies on the Regional Planning Stakeholders Working Group and designate Kristen Kjero and Helene Radzuk as back-up candidates in the event that additional vacancies arise.

B. REVISED SCHEDULE FOR COMPREHENSIVE 2007 RTP (RECOMMEND)

The completion of the comprehensive 2007 Regional Transportation Plan (RTP) Update has been delayed at least three months, until June 2007. The cause of the delay is the staff effort to produce a technical 2006 RTP update by March 2006, meeting the federal three-year cycle for air quality conformity. The Transportation and Regional Planning Committees are asked to recommend that the SANDAG Board of Directors approve the revised 2007 RTP work program and schedule.

Action: A motion was made by Supervisor Slater-Price and second by Councilmember Madaffer to approve Consent Items A. and B; this action was approved unanimously.

REPORTS (C and D)

C. PILOT SMART GROWTH INCENTIVE PROGRAM – PROJECT APPROVAL (APPROVE)

Stephan Vance, Senior Planner, reported that this action represents the first time that SANDAG will program transportation funds to influence local land use decisions to support regional planning goals contained in the Regional Comprehensive Plan (RCP). Mr. Vance provided an overview of the process used to develop the program, the outcomes, and how well the program met the objectives provided by the Board. Once the SANDAG Board adopted the program guidelines and evaluation criteria, projects were solicited from local